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## INFORMATISECRETREPORT

25X1A

COUNTRY Rumania

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SUBJECT    Nautical and Industrial Information  
             on Rumania

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SUPPLEMENT TO  
REPORT NO.

## I. The Port of Braila

1. The attached sketch of the port of Braila is based on a map in the book "The Danube and the Rumanian Black Sea Ports", P. Macri & Son, Braila 1931. The scale of the sketch map is estimated to be approximately correct.
2. Petroleum tanks on the attached sketch map No. I:

No. 1 indicates 8 tanks in a line located on the north edge of Braila harbor about 200 meters from the left bank of the Danube River. These tanks are of the same size except for one which is smaller. The tanks are made of steel and are 20-25 meters high and 10 meters in diameter; the metal is 8 mm. thick. These tanks are two-thirds underground and are 6-8 meters apart. They hold five kinds of petroleum products, which Informant (whose knowledge of Greek is imperfect) named in Rumanian as (a) gaz (petroleum), (b) motorina (motor oil ?), (c) benzina, (d) gazolina, (e) pacura (tar).

Informant says that most of the tanks contain tar, which is used exclusively for tugboats. The tanks were covered with camouflage paint by the Germans, but this has not been maintained. The tanks are now surrounded by a wire fence.

No. 2 indicates a pipe leading from four of the eight tanks to the point where the petroleum is unloaded from ships or is pumped into them, as the case may be. This pipe has a diameter of 104 mm., and the metal is 4 mm. thick. Informant says that he does not know exactly how the petroleum is brought into the 8 tanks, but he does know that in 1942 the Germans had constructed a pipeline from the interior of Rumania through which petroleum was piped into these tanks. Now, however, it is not unlikely that the petroleum is transported in tank barges and is unloaded from them through pipe No. 2, or perhaps it is brought by both means, viz. by barges and by pipeline. Informant saw tank barges repeatedly unloading oil at this point, and he is inclined to think that this is the usual method of bringing oil to these tanks. Up to the time that Informant left Braila the 8 tanks always held petroleum which was released according to the needs of the Danube fleet.

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3. Further explanation of the attached sketch map No. I:

No. 3 indicates the harbor grain elevators. All these buildings have three stories.

No. 4 indicates the residences of the personnel of the Pecea Company.

No. 5 indicates three cranes for loading and unloading. They move on a track and are powered with electricity. They have a capacity of eight tons.

No. 6 indicates another crane with a capacity of 10 tons. It moves on a track and is powered with electricity. It unloads directly from the bank of the river and carries the load to the harbor, i.e. from the pontoons to the interior of the harbor.

No. 7 is a one-story building used as a residence for the crane operators. There are four or five families in all.

No. 8 is a two-story building where fish are processed (sic).

No. 9 is the office of the fish market.

No. 10 is the railroad station for the harbor (offices and freight sheds).

No. 11 is the office of the S.D.G.P. Co. The director is the Russian Colonel Boragi. He was assigned to the Braila office in July 1947, and came from Galati where he had served in a similar capacity. Boragi is the general director of all the services of the harbor of Braila. He inspects the work of the harbor, the work in the shipyards, and the factories which are working exclusively for the Russian Government.

No. 12 is the Violatu flour mill which has been requisitioned to work for the Russians. The owner has been imprisoned by the Russians. The machinery of the mill is of English make. Power is furnished by a steam engine, of 1600 h.p., which turns six mill stones. The production of flour is 12 freight car loads in ten hours. The mill works 24 hours a day. The building has six stories.

No. 13 indicates pontoons for loading and unloading.

4. Informant says that all the machine shops and factories of Braila are located along the left bank of the Danube River from the 72 kilometer marker to the 74 kilometer. They extend from north to south and are located close together with little intervening space.

a. S.N.R. (Santierul Naval Romania), is the former I.R.N. (Interprindere Navala Romana). This is a State shipyard which employs about 2,500 laborers and technicians. In January 1948 there were six new barges on the ways, and they were being constructed for the Soviet Union. Each of these barges had a capacity of 120 tons. They were constructed within a period of two and one-half months and each barge bore the initials S.D.G.P.

b. Progresul Machine Shop: Explanations of attached sketch map No. II:

No. 1 indicates 11 lathes all in good condition.

No. 2 indicates 4 drills (14-15 mm.).

No. 3 is a planer with a width of 50 cm.

No. 4 is a "freza" (sic - some kind of machine for hollowing out metal or wood).

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No. 5 indicates benches.

No. 6 is a dynamo (sic) of 12 h.p., Tsarle Roya (sic) type, powered by electricity.

No. 7 is a pulley (moved by hand).

No. 8 is a furnace for cast iron.

No. 8' is a furnace for bronze.

No. 8" is a furnace for cast iron.

No. 9 is a blacksmith shop.

No. 10 indicates warehouses for materiel.

No. 11 indicates lavatories.

No. 12 indicates lavatories.

No. 13 indicates the offices.

No. 14 is the courtyard.

The machine shop employs 3,000 workmen, of whom 160 are technicians. The director is Stavros Maratos; the treasurer is Costica Stoinescu, a Rumanian. This machine shop is occupied exclusively with the repair of boats. From the arrival of the Russians in 1944 until June 1948 a total of 60 small boats of the Soviet Navy were repaired; such boats are called in Rumanian Venteta Rapida (sic). Most of these boats were of German construction, but the rest were Soviet or Rumanian. Each of these boats had two Diesel engines of 250-350 h.p. and were 20-25 meters long, 4.5-5 meters wide, with a total height of 3.20-3.50 meters; their plate is 6-7 millimeters thick. They have two wheels, one on the bridge and another on the stern (for emergencies). The numbers which these boats bore were not in series but ran between 320 and 840 (among the numbers remembered by Informant are 325, 350, 475, 420 and 670). Each boat carried an anti-aircraft gun with a diameter of 70 mm. mounted on the side of the boat and protected by a turret whose plate is 4 mm. thick, and two anti-aircraft machine guns with a diameter of 20-30 mm., each mounted on a swivel tripod. The guns are all of German make. These boats were sent to the machine shop a few at a time and came from Ismail. Most of them had engine trouble; when the necessary material for repairs was not at Braila it was ordered from the Malaxa factory in Bucharest. Since the Progresul machine shop did not have dry docks, the repairs were made in the dry docks of the "Danubio" shipyard.

- c. Danubio Shipyard: This yard is busy with the construction of new ships. The owner is Bangape Skod (sic). The manager of the works is Nicolae Moraru, a Rumanian from Braila. The chief engineer is Costica Dobri, a Rumanian from Braila. There are about 180 skilled shipworkers employed and about 300 assistants and laborers. From the arrival of the Soviets until 1947 the yard was busy constructing ships; it is estimated that it constructed about 70 naval and commercial vessels during that time, of which about 18 were war vessels and the rest barges and tugs. Among these vessels was the Russian freighter ILENANOV of 8,000 tons which in April 1947, before its completion, was towed to Constanta where certain changes were made in it.

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